

**Executive Committee for Highway Safety  
Lane Departure Working Group  
Meeting Minutes – Mtg. #5  
January 18, 2005**

**Location:**

Transportation Management Center Conference Room @ 10:00 a.m.

**Committee Members in Attendance:**

Kevin Lacy	Jimmy Eatmon	Roger Thomas	Terry Hopkins
Bucky Galloway	Ruben Moore	Cliff Braam	

**Scribe:**

Cliff Braam

**Minutes:**

- The meeting began at approximately 10:10 a.m.

**Task I – Review of Driver’s Education Strategy**

**Fatal Data Overview**

Prior to discussion of the strategy, Cliff reviewed fatal data for 2004 and 2005. So far this year, approximately 54% of highway fatalities have involved lane departure crashes and last year, approximately 67% of all fatalities involved lane departure crashes. This reemphasises the need for the work of this group.

**Strategy – Strengthening the Driver’s Education Program**

There was much discussion about this strategy, mainly focusing on the comments from an e-mail that was sent out from Rob Foss, from the UNC Highway Safety Research Center. There were several issues in the e-mail that warranted discussion: 1) That there is no evidence that Driver Education produces any safety benefits whatsoever, 2) That Driver Education does not do any harm, 3) Pursuing changing the N.C. General Statute detailing what must be taught in Driver’s Education classes will likely place the program at a high risk level to begin to be dismantled by the legislation and 4) after the above comments, HSRC still thinks the program is valuable and worth keeping.

The group had many questions that no one could provide answers to:

- How effective is the state supported Driver’s Education program,
- If it is not overly effective, is it a bad thing if it is done away with and the funds (\$30 million/year) are used for other programs such as more aggressive driver’s education programs (see below), funding highway safety initiatives, etc.,
- If it is not effective, why still have it?,
- How many students annually go through NC Driver’s Education program, and what is the cost per student. Can these funds be used more advantageously?,

- If all other states do not have state supported Driver's Education program, how are their programs supported, how wide spread are they, how effective are they, what is the young driver involvement in crashes as compared to NC,
- Why only have graduated drivers licensing (DGL) for young drivers and not all new drivers regardless of age,
- What is wrong with increasing the initial cost of getting licensed (some countries are in the thousands of dollars) and using the cost for more effective programs

It was decided that prior to moving forward with this strategy, that more information was needed and therefore the strategy was put on hold. The group will attempt to schedule its next meeting at UNC HSRC and ask Rob to come and speak to the group on graduated licensing and the Driver's Education Program and the associated issues.

## **Task II – Discussion of Next Strategies**

Next the group discussed what other strategies may be available to reduce the target type of collisions. It was mentioned that from an engineering standpoint, we have made a very good effort at things and that we may need to get more of the research/human behavior input for additional strategies.

Kevin said that he had been in contact with a Lee Gill who operates an advanced driver's education program in the Greensboro/Winston-Salem area where there is a lot of hands on learning (actually demonstrating how to properly correct when a vehicle runs off of the road, etc). Kevin said that this type of program may warrant further investigation to see if it would be beneficial to expand it, require it, etc. Cliff will look into this.

Ruben mentioned that one strategy would be to reduce exposure by reducing the ADT by exploring options such as more mass transit, more mixed modal transportation, planned communities, etc. Kevin said that these were being taken into consideration in the DOT Transportation Plan.

Another issue mentioned was pavement markings and that more money was needed for markings especially on rural roads where some needed re-stripping once or twice per year. Ruben said that typically secondary roads get painted when they are resurfaced and that re-stripping largely depended on budgets more than needs.

Bucky said that he had concerns with the types of materials being utilized to rebuild shoulders when we resurface roads. He said that in his area, there is a lot of stone material being used instead of earthen material which was washing out since vegetation could not be established on it.

Kevin mentioned that a possible next strategy should involve looking at corridors instead of small sections or spot locations for identifying and correcting lane departure type crashes. The idea being that it is more feasible to mobilize resources when the work is more concentrated.

- The meeting was adjourned at 11:30 a.m.

**Action Items:**

<b>Name</b>	<b>Item</b>
Braam	Contact Rob to get him to talk with the group at the next meeting about drivers education issues and the graduated drivers license program.
Braam	Contact Lee Gills about his advanced drivers education program. Possible try to get him to attend the next meeting to discuss his program with the group.
Braam	Contact someone with the drivers education program to get their participation.

Next Meeting:            March 16, 2005 from 10:00 – 12:00  
                                 UNC Highway Safety Research Center